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TUESDAY, APRIL 14, 1903.

二拜禮

號四十月四英港香

\$30 PER ANNUM.

SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1850.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,000,000

Head Office - YOKOHAMA.

Branches and Agencies:
TOKIO, KOBE, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, TIENSIN, NEWCHWANG, PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

2 " 2 " TAKO HODSUMI, Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND—

Sterling Reserve \$10,000,000
Silver Reserve \$ 5,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
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Hongkong—J. R. M. SMITH.
MANAGER:
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LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 25th March, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG & SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £ 324,374

HEAD OFFICE—HONGKONG.
Board of Directors—
Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | J. Louis, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months, Fixed 5 %
Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI
BOARD OF DIRECTIONS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow,
Tientsin, Tsingtao (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITH'S BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS recycled on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 4th October, 1902. [16]

THE NORDDEUTSCHER LLOYD.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1890.

SHANGHAI TELIA.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.
Branches and Agencies:
CANTON, PEKING, CHEFOO, PENANG,
CHINKIANG, SINGAPORE, CHUNGHING,
TIENSIN, HANKOW.

THE NORDDEUTSCHER LLOYD
PURCHASES AND RECEIVES FOR COLLECTION
BILLS OF EXCHANGE DRAWN ON THE ABOVE
PLACES, AND SELLS DRAFFS AND TELEGRAPHIC TRANS-
FERS PAYABLE AT ITS BRANCHES AND AGENCIES.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
1½ per Annum Fixed Deposits for 3 months.

1½ " " 6 " E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.
CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £650,000

INTEREST ALLOWED ON CURRENT
ACCOUNT AT THE RATE OF 4 PER CENT.
per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

6 " 3 " 21 " T. P. COCHRANE,
Acting Manager.
Hongkong, 2nd June, 1902. [17]

THE VICTORIA DISPENSARY.

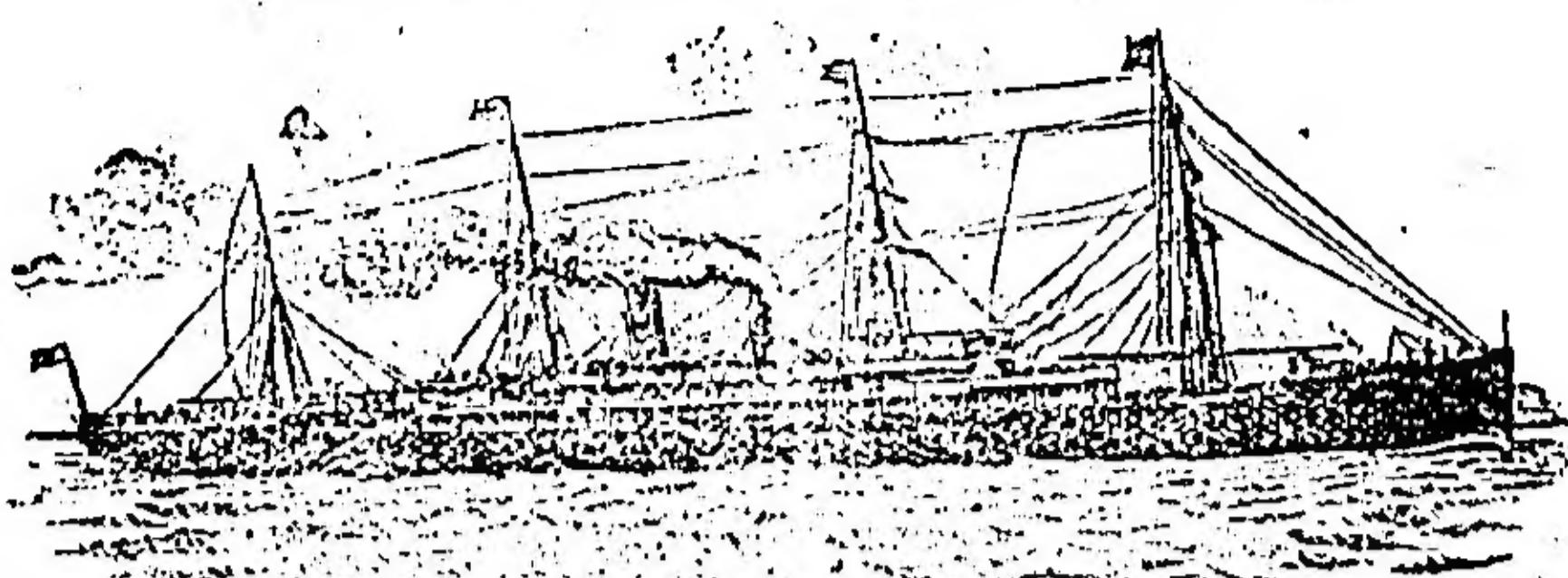
ESTABLISHED 1850.

THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and
Aridity of the Stomach.

JOHNSON'S DIGESTIVE TABLETS.

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	SATURDAY, 18th April, at Noon.
"GOPTIC"	SATURDAY, 25th April, at Noon.
"AMERICA MARU"	TUESDAY, 5th May, at Noon.
"KOREA"	WEDNESDAY, 13th May, at Noon.
"GAELIC"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DORIO"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA", 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passenger holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class, only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atchison, and to Cities of the United States, via Overland Railway, to Havana, Trinidad, and to ports in Mexico, Central and South America, by the Companies' and Consular Steamers.

Freight will be received on board until 5 P.M. same day, all Particulars shown to be made to address in full, and a bill issued.

Consular Letters to 6,000 lbs. weight, or less, will be charged at 10c per lb. (10c per lb. or over) postage, and 10c for handling in the U.S. Post Office. Should be sent to the Companies' Office addressed to the Consul of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each) shipment when the value is less than \$100 U.S. Gold.

For further information, to Passage to Europe, apply to the Agency of the Companies, Queen's Building.

Hongkong, 11th April, 1903.

E. W. TILDEN, Agent.

Hongkong, 11th April, 1903.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons.	WEDNESDAY, 22nd April.
" " "TARTAR" ... 4,425	WEDNESDAY, 6th May.
" " "EMPERESS OF JAPAN" ... 6,000	WEDNESDAY, 13th May.
" " "ATHENIAN" ... 3,882	WEDNESDAY, 27th May.
" " "EMPERESS OF CHINA" ... 6,000	WEDNESDAY, 3rd June.
" " "EMPERESS OF INDIA" ... 6,000	WEDNESDAY, 14th June.
" " "EMPERESS OF JAPAN" ... 6,000	WEDNESDAY, 15th July.
" " "TARTAR" ... 4,425	WEDNESDAY, 22nd July.
" " "EMPERESS OF CHINA" ... 6,000	WEDNESDAY, 5th August.
" " "ATHENIAN" ... 3,882	WEDNESDAY, 12th August.
" " "EMPERESS OF INDIA" ... 6,000	WEDNESDAY, 26th August.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" 14 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIA OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
ESTABLISSHED 1857.

(Taking cargo at ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

KONIGSBERG ... HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). 16th April. Freight and Passengers.

SAMBLIA ... HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG). 23rd April. Freight.

SERBIA ... HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). 5th May. Freight.

SAXONIA ... HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG). 19th May. Freight.

SEGOVIA ... HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). 2nd June. Freight.

STRASSBURG ... HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). 16th June. Freight and Passengers.

SUEVIA ... HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG). 30th June. Freight.

NUBIA ... NEW YORK VIA PORTS. (Calling at SINGAPORE and COLOMBO). 30th May. Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 14th April, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons,.....	Captain H. D. Jones.
" " "POWAN,"	3,383	G. F. Morrison, R.N.R.
" " "FATSHAN,"	2,260	A. W. Dixon.
" " "HANKOW,"	3,073	C. V. Lloyd.
" " "KINSHAN,"	2,860	J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons,.....	Captain W. E. Clarke.
Do.	from Macao to Hongkong daily at about 8 A.M.	Do.

Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. Sunday excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons,.....	Captain T. Hamlin.
Do.	from Macao to Canton every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.	Do.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING,"	563 tons,.....	Captain R. D. Thomas.
" " "SAINAM,"	388	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 11th April, 1903. [1354]

Intimations.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER. [1339c]

HOTEL CRAIGIEBURN,
PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1902. [17]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACK CO., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & CO., CONNAUGHT HOUSE.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. Net \$3.40 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st April, 1903. [10]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quarts) or 6 dozen pints.

Special Prices for Quantities.

Sole Agents—SIEMSSON & CO.

Hongkong, 10th January, 1903. [1054]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS

guarantee given to every purchaser.

60, QUEEN'S ROAD, Watson's Building.

No. 17, QUEEN'S ROAD.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., joint Telegraphs Cos., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co. writes as follows:

We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction.

(Sd) A. S

STORY OF THE CHINESE RAILWAY CONCESSIONS.

Sir Charles Dilke will to-day call attention in the House of Commons to the extraordinary manner in which British railway concessions have been allowed to lapse in China since they were granted in 1898, and especially to the imminent transfer of the concession for the important Canton to Hankow line from American hands to Belgian.

In November of that year our Minister at Peking paraded a long list of British railway concessions, totalling 2,800 miles, or more than double what any of our rivals had obtained. To enable the reader to appreciate the present situation, let me add that this total was over four times the length of the one railway—Peking to Hankow—scheduled under the head of Belgian. In addition to the 2,800 miles precisely enumerated, there were many mining concessions to the Peking Syndicate, which carried with them the right to construct railway in the localities affected. The interesting story of the treatment of the Peking Syndicate cannot be told now for want of space. British railway concessions in China, therefore, exceeded the 2,800 miles of the schedule, and Sir Claude MacDonald, in his accompanying despatch, made the proud and satisfactory declaration that "in the war of concessions England had not come off second best." This despatch was written in November 1898, and was published with remarkable promptitude early in the following year. Mr. Balfour despatched in the House on our great triumph, echoed the flattering assurances of the Minister at Peking, and persuaded his followers and the country that British diplomacy had gained a glorious victory in China.

WHERE ARE THEY?

What has become of the railway concessions for 2,800 miles so triumphantly placed before the country by Mr. Balfour in the spring of 1898? What have they realised, and what do they promise to realise? The Tientsin-Shanhaikwan line of 500 miles represents the one concession that has been actually carried out, but as it has been transferred to the Chinese and lies in a port of China with which we shall have no concern when the inevitable disruption of China takes place, it can scarcely be claimed as representing a vital British interest. Eliminating that line, there remain 2,300 miles to be accounted for. Not one mile of that total has yet been constructed! Only one of the many concessions included in it—viz., the Shanghai-Nanking Railway of 180 miles, has reached the final stage of the signed contract preliminary to the issue of the prospectus!

A large number of these concessions have been lost beyond recovery. There is first the Yunnan line of 700 miles, which was definitely abandoned by us some time ago. There is in the next place half the Shantung-Kiangsu Railway or 300 miles, as our share, that was to have been built by England and Germany in co-operation. But what Minister will have the temerity to propose to the country a repetition of Anglo-German co-operation in China after the Venezuelan experience? Moreover, this particular line is not wanted in the present phase of the Chinese question. By the elimination of these two lines alone the flattening total is reduced to 1,300 miles, and of this distance not less than 300 miles were set down for the half-share of the Canton to Hankow Railway, now in jeopardy, and to which I wish chiefly to refer. Of the thousand miles remaining over, 100 are for the Kowloon-Canton line, 350 for an extension into Honan, and 550 altogether for lines in Kiangsi and Chekiang. Probably these thousand miles will eventually be built under British auspices, but after an interval of over four years there is only one line of 180 miles that has reached the eve of fruition. The pleasant table of 1898 therefore reads to-day as follows:—British railway concessions definitely acquired, 180 miles; possible, or even probable, with the lapse of time, 820 miles; and 300 hanging in suspense. The last portion is the half-share of the Canton-Hankow Railway.

A CHINESE CLAPHAM-JUNCTION.

The practical question of the moment is: Are we going to lose by a tame surrender of our political rights not merely our half-share, in but also the political control of, the Canton-Hankow Railway? To this question some persons reply that it is too late, as we have lost them, and others declare that we never had any rights to lose. With regard to the latter objection, it should be a sufficient answer to refer to the despatch of Sir Claude MacDonald, in which these 300 miles are included in the list of British concessions. With regard to its being too late, it can never be too late to stop a proceeding before the work to which it relates has been accomplished, and a firm and emphatic protest now should certainly suffice to prevent the consummation of a scheme that must permanently injure our interests in China. If a protest does not suffice there are other and more positive ways of taking effective action both at Brussels and at Peking.

Railway concessions in China are not to be regarded solely as commercial matters. They were acquired by the efforts of our diplomacy, with the view of safeguarding our natural interests and securing an equipoise in political influence among the Powers. As an illustration of this truth, the joint German line referred to was to become British on entering Kiangsu because that province is within our sphere of interest, viz., the Yangtse Valley. But Hankow is also in the Yangtse Valley, and, more than that, it must be regarded as the most commanding position in the upper portion of it. We allowed, by the most egregious supineness and neglect, a foreign line to be brought down to it from the north, thus intruding upon our domain. But are we going to allow it to be turned into a Chinese Clapham-junction, through which a whole system of foreign—that is, non-British—railways will pass?

The American syndicate, known as the Washburn-Carey group, which has in its possession

the concession for the Canton-Hankow line, has already parted with a considerable portion of its shares—at least, nominally—to the representatives of the King of the Belgians. It is said that 60 per cent. of the concession has been sold under certain conditions. Perhaps this is a slight exaggeration, and I have some reason to think that as yet the arrangement is more of the nature of a preliminary agreement than a definite bargain. There is no question that, so far as the letter of the concession goes, the American holders have the right to sell their shares; and it is no reflection on them to say that in the whole matter they have only thought of the business conditions and of making a profit. If they can secure the profit without the trouble of working for it, they are quite ready to clear out. That the transfer has not actually taken place is some evidence that the bargain is not completed, or perhaps that other machinations are on foot, with the object of making the Americans more willing to part on easier terms.

WHAT MAY YET BE DONE.

What is certain is that some American engineers who were to commence work on the line reached Hankow a few months ago, and that their proceedings have been so persistently obstructed, that up to the date of the latest news they had accomplished nothing. As everything is done in China on the order of Pekin alone, I think it is probable that the obstruction will continue until the Belgian staff on the Pe-Han line, having completed its work, comes down into Hankow ready to undertake the Lu-Han line as well. Any one who knows the implicit faith expressed by the Chinese Government in the Belgians, and the effusive manner in which it grants their requests will see nothing improbable in the statement that means will be found to induce the Americans to transfer at least the whole of the control of the projected line to the Belgians.

What can we do to stop this? The American syndicate can part with its shares, but it cannot override the political exigencies and safeguards that dictated the support given by diplomacy to all the railway concessions in 1898. Sir Claude MacDonald vigorously supported the American concession for the Canton-Hankow Railway. He counted it as a British victory, and he included half of it among British lines.

It is absurd to say that a third party can come in and upset the whole understanding by buying the shares at a premium or discount. The very clause allowing the Washburn-Carey syndicate to sell at all was inserted so that the solely American might be converted into an Anglo-American syndicate, and now it is being turned against ourselves! Five minutes' conversation between Lord Lansdowne and Mr. Choate would suffice to show that what is really a plot to extend the operations of the Russo-Chinese Bank through Central to Southern China can still be nipped in the bud. If we cannot do anything else we can obstruct the commencement of the line by vigorous diplomatic representations at Pekin, and thus, by borrowing the only characteristic of Chinese diplomacy that we have had any occasion to recognise thwart the plans of our rivals by imposing interminable delays to their execution.—*Daily Mail*.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as soon as the goods are landed.

From London, &c., ex S.S. *Himalaya*.
From Calcutta, ex S.S. *Japan*.
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 9th April, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship

"NAMSANG,"
having arrived from the above ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after MONDAY, the 13th instant, at 4 P.M., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers, Hongkong, 11th April, 1903.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI,"
FROM NEW YORK.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

A General Average Bond lying at the Office of the Underwriters has to be signed and a deposit paid before delivery of cargo can be obtained.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODDWEIL & CO., LIMITED, Agents, Hongkong, 11th April, 1903.

A SK for ASAHI JAPANESE BEER.—
A. G. Girault

[456]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—*Telegraph*, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Cochin
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively displaying
advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

	(per inch.)
One week.....	5 25
One month.....	7 20
Two months.....	13 00
Three ".....	20 00
Six ".....	37 50
Twelve ".....	73 00
No charge less than one dollar.	
Discount allowed on—	
3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
in each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the *Hongkong Telegraph* Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until countermanded.

JOBBING DEPARTMENT.

Job printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER,
HONGKONG TELEGRAPH CO., LTD.
1, ICE HOUSE ROAD,
HONGKONG.

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Intimations.

THE BRIGHT SIDE OF LIFE.

It is a feeling common to the majority of us
that we do not get quite the amount of happiness
we are entitled to. Among the countless
things which tend to make us more or less
miserable ill health takes first place. Hannah
More said that sin was generally to be attributed
to biliousness. No doubt a crippled liver with the
resulting impure blood, is the cause of more mental gloom
than any other single thing. A chronic dyspeptic, says an
eminent English physician, is always on the
verge of a mental upset. And who can reckon up the
several aggregate of pain, loss and fear arising from the many
ailments and diseases which are familiar to mankind. Like
a vast cloud it hangs over a multitude no one
can number. You can see these people everywhere.
For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and
cure, Remedies like

WAMPOLE'S PREPARATION

have not attained their high position in the
confidence of the people by bald assertions
and boasting advertisements. They are
obliged to win it by doing actually what is
claimed for them. That this remedy deserves
its reputation is conceded. It is palatable as
honey and contains the nutritive and curative
properties of Pure Cod Liver Oil, combined
with the Comp. Syrup of Hypophosphites,
Extracts of Malt and Wild Cherry. Nothing
has such a record of success in Scrofula,
Anemia, Nervous Debility, Influenza, Throat
and Lung Troubles, and all emaciating
complaints and disorders, that tend to undermine
the foundations of strength and vigour. Its
use helps to show life's brighter side. Dr. W.
H. B. Aikins, of Canada, says: "I am pleased
to state that the results from using it have
been uniformly satisfactory." You can take it
with the assurance of getting well. It is a
preparation brought up-to-date and effective
from the first dose. It never disappoints. At
all chemists and A. S. Watson & Co., Limited.

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For further information as to Freight, Passage, Sailings, &c., apply at the Company's

Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.	
STEAMERS.	
KAGOSHIMA MARU.....	KOBE and YOKOHAMA.....
K. Kori.....	THURSDAY, 16th April, at Daylight.
KINSHU MARU.....	FRIDAY, 17th April, at 4 P.M.
F. L. Pyne.....	SATURDAY, 18th April, at Daylight.
INABA MARU.....	TUESDAY, 21st April, at 4 P.M.
W. Bainbridge.....	TUESDAY, 21st April, at 4 P.M.
HIROSHIMA MARU.....	TUESDAY, 21st April, at 4 P.M.
J. Nagao.....	TUESDAY, 21st April, at 4 P.M.
KAGA MARU*.....	TUESDAY, 21st April, at 4 P.M.
Geo. Anderson.....	

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

SCOTCH WHISKY.

WATSON'S

E CELEBRATED
BLENDVERY OLD LIQUEUR
SCOTCH WHISKY.A blend of the finest WHISKIES
distilled in SCOTLAND, of great age, very
fine and mellow.Pronounced by Connoisseurs to be the
BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended,
and are unsurpassed in quality:

Per Doz.	
A.—THORNE'S BLEND	\$12.00
B.—GLENORCHY, MELLOW BLEND, a fine 'SODA' WHISKY of great age	12.00
C.—ABERLOUR-GLENLIVET	13.50
D.—H.K.D. BLEND OF THE FINEST OLD MALT SCOTCH WHISKIES	16.00

A. S. WATSON & CO.,
LIMITED,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 956.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.
ELECTRO-PLATED,
GLASS, and
CHINA WARES,
PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.
COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.
DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902.

[728d]

CARMICHAEL AND
CLARKE,
CONSULTING ENGINEERS AND
SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

Liebig's Standard Code.

TELEPHONE, 322.
Hongkong, 20th March, 1903.

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MARRIAGES.

On the 14th instant, at St. John's Cathedral, by the Rev. F. T. Johnson, M.A., ERNEST GRANVILLE, only son of the late Edward Jordan, Esq., of Kent, England, to ETHEEN MAUD MARY, eldest daughter of H. T. Chunnett, merchant of Melbourne.

(Sydney and Melbourne papers please copy.)

On the 12th March, at Mienchou, Szechuan, EUNIEST A. youngest son of Mr. P. G. Hamilton, Jersey, to IDA, youngest daughter of Mr. T. Mitchell, of Torquay, Devon, both of the Church Missionary Society.

On the 21st March, at H.B.M.'s Consulate and at St. John's Church, Hankow, by the Rev. A. M. Shearman, GEORGE W. DAVIDSON, Lieutenant, R.N., to WINIFRED J. CORWINNE LAMSON, of Shanghai.

On the 4th April, at St. Andrew's Cathedral, Singapore, by the Venetian Archdeacon Dunkerley, assisted by the Revd. Holland Stubbs, HENRY LAKH COGHAN, Hon. Lieut. Singapore Volunteer Corps, son of the late Michael Coghlan of Ryde, Isle of Wight, to ROA' EMILY, youngest daughter of the late Benjamin Smith of Chelmsford, Essex.

DEATII.

On the 4th instant at his residence, Oxley Road, Singapore, Capt. JOHANN TUTEN, at the age of 73 years through failure of the heart. For twenty-five years a partner in the firm of Messrs. Hummer & Co.

THE HONGKONG TELEGRAPH

HONGKONG, TUESDAY, APRIL 14, 1903.

THE H. 41TH OF THE COLONY.

During the week ended the 11th inst. the number of cases of communicable disease notified as having occurred in Hongkong was 27, 25 of which were bubonic plague and two small-pox. This seems to indicate a general improvement in the health of the Colony, and although plague figures are much higher than they were this time last year we may look forward with confidence to a diminution as soon as the damp and muggy days preceding summer are past. From the return of plague cases for the week just ended, it appears that during that period there were 23 cases with 20 deaths amongst Chinese, and two fatal cases in the Indian community. Since the beginning of the year the plague has attacked one European, who succumbed to the disease, 211 Chinese, of whom 203 died, and four other Asiatics, who did not recover. Thus the total number of cases from January 1st to April 11th is 216, 208 of which proved fatal.

H. M. S. Rambler is expected here on or about the 17th inst. to dock. H. M. S. Brionmont will probably leave this on or about 20th inst. for Weihaiwei, and H. M. ships Rinaldo and Thetis are expected here on 19th and 20th inst. respectively, to undergo repairs.

Should you desire anything in the photographic line, you will be promptly served at C. E. LeMunyon's New Store, No. 31 Des Voeux Road, Central.—Adv.

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Should

TELEGRAMS.

(Reuter's.)

LONDON, 13th April.
The Strike in Holland.
The First Chamber of the States General at an urgent sitting has passed the anti-strike law which has been sanctioned by the Queen and comes into force immediately.

Illegal Combinations in the United States.

The United States Court of Appeal has recently decided that the amalgamation of the Northern Pacific and Great Northern railways is an illegal combination; this decision is a great victory for President Roosevelt, who initiated the suit, and completing the estrangement of the great capitalists of his party, is likely to have important political and commercial results.

12th April.

Algeria.

Resignation of Governor-General.
The sudden resignation of M. Revol, Governor-General of Algeria, on the eve of President Loubet's visit, has caused embarrassment, though the arrangements for the visit are not thereby modified.

The America Cup Defender.

The America Cup defender *Reliance* has been launched. She has more beam, and is more skimming-dish in shape than any previous defender *Herringshaff* has built.

(N. C. D. News.)

The London Education Bill.

London, 8th April.
Sir William R. Anson, Bart., M. P. (Unionist, Oxford Univ.), Parliamentary Secretary to the Board of Education, has introduced in the Commons a Bill abolishing the London School Board, and making the County Council the supreme educational authority.

Sir Henry Campbell-Bannerman, the Liberal leader, strongly opposed the measure, and there is a prospect of the renewal of last year's Education struggle.

The Japanese Commercial Treaty with China.

Tokio, 9th April.
The negotiations between China and Japan for a revised commercial treaty are virtually concluded. Only two or three points await fuller discussion, notably the Ikiin question.

Japanese and the Evacuation of Manchuria.

Tokio, 9th April.
The excitement is growing among a section of the Japanese public because of the illusory character of the Russian evacuation of Manchuria. Two non-political Parties met at Tokio on the 8th instant, and passed a resolution praying the British and Japanese Governments to urge China to insist on the restoration of the reality of the executive power in Manchuria, and open the three provinces to foreign trade.

A Professor at the Tokio University addressed the meeting in Chauvinist strain, declaring that nothing was capable of converting the evacuation into a practical fact except war, for which Japan is fully prepared, it being a vital necessity for her to keep Manchuria accessible to her rapidly-increasing surplus population.

The agitation is still not serious.

International Courtesies.

London, 9th April.
Four battleships from the British Channel squadron have been ordered to Algiers to salute President Loubet on the occasion of his visit to that colony on the 14th inst.

The Labour Troubles in Russia.

Berlin telegrams report strikes at Nijni Novgorod, followed by serious riots, the artillery firing on the mobs, with 130 casualties in a single engagement.

The Strike in Holland.

London, 10th April.
There is no improvement in the situation in Holland, where a general strike has been proclaimed.

CANTON NOTES.

(From Our Correspondent.)

CANTON, 13th April.

PIRACIES.
The British launch *Wing Chun* was panted near the north-west of the city on Thursday. Two soldiers were killed and several civilians wounded. This morning at 4.30 the *Kong Whi* was panted and four men killed. It seems exceedingly strange that nothing is heard about the gunboats. Piracy after piracy is reported, and they continue riding at anchor off Shantou.

THE EXPLOSION.

Some of the powder which did not explode on Friday is now being removed from the East Gate austral to the one at the North Gate. One would have thought the recent disaster would tend to make the coolies more careful in the manner in which they go to work, but instead, of any change they continue handling the powder as though it were dry fish and smoke and throw matches about without any thought of the nature of the material around them. No account has been taken of the number killed and wounded by the explosion. The exact number will probably never be known, and where so many are concerned, one can only give the total in round numbers.

THE NEW PORTS.

I understand that a record in the passenger traffic on the West River has been established since the opening of the new ports.

ASK for ASAHI JAPANESE BEER.—
G. Gurnett.

EXPORT OF CATTLE FROM HONGKONG.

Chinese officials, that every effort is being made to recover the mines by making Chang Yen-mao repudiate his sale; and if this attempt succeeds, the shares and debentures of the company will become valueless. Already considerable harm has been done, for the support given to Chang by the foreign shareholders in China has emboldened him, as Director-General of Mines, to stop the development of the coal field owned by the company, and to put difficulties in the way of the sale of its coal. At the meeting at Tientsin in November last, Chang assured his foreign supporters that whatever happened his interests would be preserved, but the acceptance of such a bribe by the foreign shareholders would have been a deathblow to the investment of European capital in China in the future; and if the foreign shareholders helped Chang Yen-mao to repudiate his sale of the mine, what security would they have that he would not in turn under pressure from his Government, repudiate his promise to them?

It must be remembered that the present company is not the original concessionnaire, and is simply a purchaser of the concession and that an agitation to prove any invalidity in the original concession or in the terms of the transfer, is simply to attack the validity of the title under which the present company holds the property; it seems to be, in fact, an attempt of the shareholders to destroy their own property. Therefore we think that in the interest of foreigners all round the agitation should be stopped, the dead past should be allowed to bury its dead, the present management should be backed up in every way, and any agitation should be in the direction of compelling Chang Yen-mao to further the development of the coal field and fulfil all his obligations to the company. The Chinese shareholders are as much interested in this as the foreigners, and the support of the British Minister can be relied on, as it is highly important to British interests that the property should be in the hands of a British company.

The prosperity of the company is very seriously threatened by the continuance of the agitation; but relieved of the unnatural antagonism of its own shareholders, and with their support frankly accorded to the present management, the company would have a fair opportunity of developing its property and becoming a prosperous concern, while at the same time proving itself a valuable ally to the Chinese Government in helping it to meet its financial difficulties.

In connection with the above the N. C. D. News points out that the following facts should be noted:

1.—The Belgian Mining Engineer-in-chief is now on his way to Europe having been superseded in November last by Mr. Wilson.

2.—The whole of the staff at Tongshan are now British.

3.—Only four Belgian miners are now in the Company's employ and they are concentrated in the minor shafts at Linsi and N. W. shaft.

4.—The internal administration of the Company has been reorganized. All accounts and payments are centralized in the head office.

5.—No payments are made unless personally sanctioned by the General Manager.

6.—The business of the Company is being conducted on the lines of a commercial firm.

7.—No staff is being sent out from Europe by the Board.

8.—No material or plant is being sent out unless specially indented for.

9.—The Board are not endeavouring to control the working of the Company from Europe.

10.—The Company, though owning a very large coal field, is prevented by Chang Yen-mao as Director-General of Mines from boring and sinking new shafts. This is crippling the operations of the Company and prevents it getting new good coal to supplement the worked-out old pits at Tingshan.

11.—The Company has not been given possession of any of the land it owns at Chin-wangtung.

12.—Various lands have not yet been handed over to the Company.

13.—One of its steamers still sails under the Chinese flag as it has not yet been formally handed over to the Company.

HEMP EXPORTS ARE DUTIABLE.

Collector Shuster has rendered a decision in the matter of a protest by Messrs. Warner, Barnes & Co., who complained against an export duty assessed on a cargo of hemp shipped direct to the United States.

The amount of the assessment reaches the sum of \$12,622.50, and the protest has been overruled and denied. The decision of the collector is creating much comment among the exporters in Manila.

Warner, Barnes & Co. base their protest on the ground that export duties upon Philippine products shipped direct to the United States for consumption therein, which enter the United States free of import duty, have been abolished by law and that the Manila hemp in this particular shipment falls under this category.

Section 2, of an Act of Congress, approved March 8, 1902, contains the following clause or words: "But all articles, the growth and products of the Philippine Islands admitted into the port of the United States free of duty and coming directly from said Islands to the United States for use and consumption therein, shall be hereafter exempt from any export duties imposed in the Philippine Islands." Collector Shuster based his decision on a clear study of this law. He finds that in order to obtain exemption from export duty granted to Philippine products sent to the United States, it is necessary that the products shall have fulfilled certain conditions which, in the very nature of things, could only exist subsequent to the exportation.

Hemp (in a certain form) is on the free list, but the collector states that his office is not authorized to "admit" it free of duty into the United States nor to determine its non-dutability on its exportation from these Islands. To grant exemption from export duty here on the assumption that a given shipment would be admitted free into the United States would not be justified either by law or sound business policy.—*Manila Times*.

THE NEW PORTS.
I understand that a record in the passenger traffic on the West River has been established since the opening of the new ports.

ASK for ASAHI JAPANESE BEER.—
G. Gurnett.

Commercial.

TO-DAY'S INTELLIGENCE.

Market opened rather firm after the long spell of the Easter holidays. HONGKONG FIRES have been sold at \$30 and there are small buyers at this rate. CHINAS are offering at \$8. INDOS are quoted \$10 buyers. Star Ferries show an improvement and are wanted at \$24 and \$15 for Old and New, respectively. CHINA SUGARS have slightly advanced to \$10.50 with buyers. RAUHS have been sold at \$7.50 and have further buyers. There is a reported big undertaking for the DOCK Co. and shares are accordingly inquired for at \$116 without shares being forthcoming. HONGKONG LANDS are offering in small lots at \$7.50. HONGKONG HOTELS had sales at \$145.50, and HONGKONG COTTONS at \$16. ICES are wanted at \$22.50. CHINA PROVISIONS continue on offer at \$9.50 without inducing buyers.

THE PUNJOM MINING CO., LTD.

The Secretary of the above Company advised us that he has received telegram from the mines giving the result of preliminary crushing of ore from Swah up to the 9th inst., which gave a yield of 64. ounces of melted gold for 115 tons of ore, equivalent of 11 dwt. 3 grains per ton. Value 1 at \$60.

HEMP.

Messrs. Warner, Barnes & Company, Ltd., in their weekly circular, dated Manila, 31st March, state:—Since our last issue, the market has ruled very weak with declining tendency, and values have dropped \$2 per picul in the interval. Dealers have found it impossible to dispose of their accumulated stocks at anything near their first cost and contemplate putting a portion afloat. Demand in consuming markets has abated and this, added to free receipts, has the effect of forcing prices down. We quote fair current with sellers and no buyers at \$19.50 per picul first cost, equal to exchange 1/7 13/16 to £30. 4 per ton f. o. b.

SUGARS.

Writing under date, Manila 3rd ult., Messrs. Warner, Barnes & Co., state—Iloilo: Although shortly after the issue of our last circular, some parcels of No. 1 changed hands at \$6.62 per picul, market has been steadily going down ever since, and to-day we quote \$5. per picul for unassorted, equal at 1/7 15/16 exchange to £7. 3. 0 per ton f. o. b. with sellers and no buyers. No doubt, with actual business before them, dealers would let go at a reduction from this price.

RICE.

In their report from Manila, dated March 31st, Messrs. Warner & Co. write:—Owing to very light stocks in the market, prices have ruled higher since our last and Saigon having been sold at \$7.25 per picul f. o. b. The provincial demand is, however, very limited yet, but expected to improve soon. Saigon market continues very steady, and it is possible that the expected decline during next two months may not be realized to the full extent, as the estimated crop shortages in producing markets may then be felt.

EXCHANGE.

ON LONDON, Telegraphic Transfer ... 1/7 5/16
" Bank Bills, on demand 1/7 2/2
" Credits, 4 months' sight 1/7 11/16
" Payments 4 months' sight 1/7 13/16
ON BERLIN, (demand) M. 1.65
ON PARIS, Bank Bills, on demand 2.03
" Credits, 4 months' sight 2.07
ON NEW YORK, Bank Bills, on demand 3.00
" Credits, 30 days' sight 3.91
ON BOMBAY, Telegraphic Transfer 1.20
" On demand 1.21
ON SHANGHAI, Telegraphic Transfer 73/4
" Private 30 days' sight nom.
ON YOKOHAMA, T.T. 79/4
Sovereigns, Bank's Buying Rate \$12.50
Gold Leaf, too touch, per tael 63.9
Bar Silver 22 13/16

OPHUM QUOTATIONS.

To-day's quotations are as follows:—
Per chest
MILWAUKEE @ \$ 960/980
" LAST YEAR @ 1,000/1,020
" OLDEST @ 1,000/1,100
PATERSON NEW @ 1,050
PATERSON PAPER @ 700/750

TO-DAY'S ADVERTISEMENTS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Ports, on FRIDAY, the 17th instant, at 11 A.M.

For Freight or Passage apply to
DOUGLAS LA PRAIAK & CO.,
General Managers.

Hongkong, 14th April, 1903. [466]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.
THE Company's Steamship

"HAILOONG."

Captain Gibson, will be despatched for the above Ports, on FRIDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LA PRAIAK & CO.,
General Managers.

Hongkong, 14th April, 1903. [467]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Helm, will be despatched for the above Ports, on WEDNESDAY, the 6th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 14th April, 1903. [468]

TO-DAY'S ADVERTISEMENTS.

THEATRE ROYAL,
CITY HALL.

Lessees and Proprietors { Mr. C. A. POLLARD.
Mrs. N. CHESTER.

POLLARD'S
LILLIPUTIAN
OPERA COMPANY.TO-NIGHT and TO-MORROW NIGHT
(TUESDAY) and WEDNESDAY,
"BELLE OF NEW YORK."THURSDAY and FRIDAY,
"LA MA-COTTE."NEXT SATURDAY AFTERNOON
at 3.30 P.M. sure.
GRAND MATINEE,
"LA MASCOTTE."SATURDAY NIGHT and MONDAY,
The Ever Popular,
"A GAIETY GIRL."PLAN at ROBINSON.
Late Trams and Ferries. Prices as usual.
A. H. POLLARD,
Manager.

Hongkong, 14th April, 1903. [422]

PUBLIC AUCTION.

THE GRAND SALE
OF
CLOISONNE WARE
will take place
TO-MORROW,
(WEDNESDAY), the 15th April, 1903

SHIPPING REPORTS.

Capt. Barr, of the S.S. *Glaucus* from Yoko-hama, reports:—Strong wind and thick hazy weather.

Capt. Rodger, of the S.S. *Zifiro* from Manila, reports:—Light variable winds, moderate N.E. swell.

Capt. Spiesen, of the S.S. *Verona* from Moji, reports:—Till Turnabout foggy weather, thence strong N.E. monsoon till Lammock Island, and fine weather.

Capt. Gibson, of the S.S. *Halford* from Tamsui, etc., reports:—Thick fog in Formosa Channel, fresh N.E. gale South of Amoy, hazy weather but fine to port.

Capt. Wei, all, of the S.S. *Loongsang* from Manila, reports:—Light N.E. winds, weather fine. Passed French barque painted gray lat. 15° 52' N., lon. 119° 2' E.

SHIPS PASSED THE CANAL.

Outward—24th March—*Malaca, Bayern, Denbighshire, Wurzburg*, 27th March—*Tiberghien, Benarty, Goodwin, Silvia*, 31st March—*Calchis, Gibraltar*, 3rd April—*Pyrhus*, 7th April—*Romby, Nakata Maru, Strassburg*, 9th April—*Glenyle, Kawachi Maru, Hys n, Austria*. Homeward—20th March—*Tantalus*, 27th March—*Glenarinity, Sado Maru*, 3rd April—*Suevia*, 7th April—*Banca, Dardanus*, 9th April—*Dionied*. Arrivals at Home—3rd April—*Manuel Laguna*, 6th April—*Ceylon*, 7th April—*Annum*, 9th April—*Wurzburg Preussen*.

CHINA COAST METEOROLOGICAL REGISTER.

April 13th, 1903, a.m.

Wladivostock	7 a.m.	—	—	—	—	—
Nemuro	6 a.m.	30.35	—	W	4	—
Hakodate	—	30.44	—	E	6	—
Tokio	—	30.01	NW	2	—	—
Kochi	—	30.42	E	4	—	—
Nagasaki	—	30.31	SE	6	—	—
Kagoshima	—	30.31	NW	6	—	—
Oshima	—	30.30	SE	4	—	—
Naha	—	30.09	E	6	—	—
Ishigakijima	—	30.01	E	2	—	—
Taihoku	5 a.m.	30.01	—	0	—	—
Taichu	—	30.00	N	2	—	—
Tainan	—	30.00	N	2	—	—
Koshun	—	29.99	E	6	—	—
Pescadores	—	30.00	NW	4	—	—
Walshawi	9 a.m.	—	—	—	—	—
Guizlaff	—	—	—	—	—	—
Sharp Peak.	—	31.13	64	95	ES	1
Amoy	6.30 a.m.	30.08	65	89	SE	1
Swatow	9 a.m.	30.07	70	N	1	—
Canton	—	—	—	—	—	—
Hongkong	10 a.m.	30.05	71	90	E	2
Victoria Peak	—	—	—	—	—	—
Gas Rock	—	30.03	—	—	ESE	4
Macao	—	30.03	74	—	ESE	0
Haiphong	—	—	—	—	—	—
Manila	—	29.96	88	43	E	3
Malacca	—	—	—	—	NE	1
Bacolod	—	—	—	—	—	b
Holli	—	29.97	83	—	—	0
Cebu	—	29.96	83	N	2	b
C. St. James.	10 a.m.	—	—	—	—	—

YESTERDAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Banometer	30.02	29.93
Temperature	69	69
Humidity	81	88
Rainfall	0.06	—

HONGKONG AVERAGE MARKET PRICES.

Corrected to Friday, 27th March, 1903.

At 100 cents per Dollar Mexican.

BUTCHER MEAT

Cents.

Beef Sirloin & prime cut—Mei Lung Pa	16
" Corned—Hau Ngau Yuk	17
" Roast—Shiu	16
" Soup, Tong Yuk	12
" Steak—Ngau Yuk Pa	16
" Sausages—Ngau Yuk Chaung	15
Bullock's Brains—Know, per set	7
Tongue fresh—Ngau Li, each	45
" Tongue fresh—Hau Ngau Li	10
" Head—Ngau Tau	8
" Heart—Ngau Sum	8
" Hump, Salt—Ngau Kin	12
" Feet—Ngau Ker	8
" Kidneys—Ngau Yiu	8
" Tail—Ngau Mei	16
" Liver—Ngau Con	8
" Trip (undressed)—Ngau To	6
Calves' Head and Feet—Ngau chal-kuak	set
Mutton Chop—Yeung Pai Kwan	75
" Leg—Yeung Pai	23
" Shoulder—Yeung Shau	23
Pigs' Chittlings—Chu cheong	7
" Feet—Chi Kek	12
" Fry—Chi Chak	12
" Head—Chi Tau	14
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	pair
" Liver—Chi Kon	18
Pork, Chop—Chi Pai Kwan	18
" Leg—Chi Pai	18
" Lard—Chi Yau	15
Sheep's Head and Feet—Yeung Tau	set
" Keek	50
" Heart—Yeung Sum	each
" Kidneys—Yeung Yiu	9
" Liver—Yeung Con	12
Sucking Pigs, To Order—Chi Chai	16
Suet—Bee—Sang Ngau Yau	18
Mutton—Sang Yeung Yau	22
Veal—Ngau Chai Yuk	16
" Sausages—Ngau Chai Yuk Tong	15
POULTRY.	
Chicken—Kai Choi	16
Capsic, Large, Small—Sin Kai	16
Ducks—Ap	each
Doves—Pan Kau	each
Eggs, Hen—Kai Tan	per dozen
Fowls, Canton—Kai	16
Haloan—Hoi Nan Kai	16
Geese, Wild—Shanghai—Sheung Hol Yo	each
Musk Deer—Wong Kong	each
Hare—Tu Chai	—
Partridge—Chi Kho	—
Phasmat—Shau Kai	—
Robert G. McEwan, Inspector in charge of Markets	—

Pigeons, Canton—Pak Kup	each
" Hoibow—Hoibow Pak Kup	—
" Quail—Um-Chun	dozen
Rice Birds—Wo Fu Chuk	each
Snipe—Sa Chui	each
Turkeys, Cock—Fai Kai Kung	each
" Hen—Na	—
Wild Ducks, Shanghai, Sub-ap	pair
Teal, Shanghai, Sub Ap Chai	each
Wild Ducks Canton—Sang Shing Sui	—
Apca—per pair	\$1.00
FISH.	
Barbel—Ka Yu	b
Bream—Bin Yu	b
Canton Fresh Water Fish—Hoi Sin Yu	b
Carp—Li Yu	b
Catfish—Chik Yu	b
Codfish—Mun Yu	b
Crabs—Hai	b
Cuttle Fish—Muk Yu	b
Dab—Sa Mang Yu	b
Dace—Wong Mei Lun	b
Dog Fish—Tu Tsu	b
Eels, Congor—Hai Man Yu	b
" Fresh water—Tam Sui Yu	b
" Yellow—Wong Sin	b
Frogs—Tien Kai	b
Garoupa—Sek Pan	b
Gudgeon—Fak Kup Yu	b
Herrings—Tso Pak	b
Halibut—Cheung Kwan Yu	b
Labrus—Wong Fa Yu	b
Loach—Wu Yu	b
Lobsters—Lung Ha	b
Mackerel—Chi Yu	b
Monk Fish—Mon Yu	b
Mullet—Chi Yu	b
Oysters—Sang Hoo	b
Parrotfish—Kai Kung Yu	b
Perch—Tau Leo	b
Pike—Fa Paw Poong	b
Plaice—Pan Yu	b
Pomfret, Black—Hak Chong	b
Pomfret, White—Pak Chong	b
Prawns—Ming Ha	b
Ray—Pei Pa	b
Rock Fish—Sek Kau Kung	b
Roach—Chun Yu	b
Salmon, (Cton), fresh water—Ma Yau Yu	b
Shark—Sa Yu	b
Skate—Po Yu	b
Shrimps—Ha	b
Snapper—Lap Yu	b
Soles—Tau Sa Yu	b
Tench—Wu Yu	b
Turbot—Cho How Yu	b
Turtles, small, fresh water—Keok Yu	b
White Bait—Ngan Yu Choi	b
FRUITS.	
Almond—Hung Yan	b
Apples, (California)—Kam San Ping Ko	b
" (Chefoo)—Tin Chun Ping Ko	b
" Small—Hoi Tong	b
" Custard—Fan Lai Chi	each
Bananas, fragrant, Canton—Sang Sheng Heung Chi	b
" (brides), Macao—San Heung Chiu	b
Chestnuts, Chinese—Foon Lut	b
Carambola—Yeung Tou	b
Coconuts—Yeh Tsu	each
Grapes—Sin Tai Tsu	b
Lemons, China—Ning Moong	b
Lichees, Dried—Chi Con	b
" Fresh, Small stone—Chut Wat Lai Chi	b
" Large " —Tai Wat Lai Chi	b
" Lai Chi	b
" Mandarin—Tim Kut	b
Olives—Pak Lam	b
Pears, (American)—Kam San Shu Li	b
" (Canton), Cooking—Sa Li	b
" (Shanghai)—Sheung Hoi Li	b
Pine-apples, 1st quality—Sheung Poong Pi Paw-lau	each
" 2nd coating—Chung-tang	b
" Small—Tai Kut	b
" Mandarin—Tim Kut	b
Pears, (American)—Kam San Shu Li	b
" (Canton), Cooking—Sa Li	b
" (Shanghai)—Sheung Hoi Li	b
Pine-apples, 1st quality—Sheung Poong Pi Paw-lau	each
" 2nd coating—Chung-tang	b
VEGETABLES, &c.	
Artichokes, Shanghai—Sheung Hoi Chi Chauk	b
Beans, (French) Macao—Oh Moon Pin Tau	b
Beans, (French) Shanghai—Sheung Hoi	b
Beans, Sprout—Ah Choi	b
Beets—Long—Tau Kok	b
Boat Root—Hung Choi Tau	each
Brinjals, Green—Cheng Yuen Ker	b
Brinjals, Red—Hun Ker	b
Brassica—Pak Choi	b
Bamboo Shoots—Chook Shun	b
Cabbage, Chinese, com—Chi Choy	b
Cabbage, Root—Kai Lan Tau	each
Cabbage, (Shanghai)—Yeh Choi	b
Cane Shoots, bunch—Kau Shun	b
Cauliflower, Large size—Tai Yeh Choi	b
Cauliflower, Medium size—Cheung Yeh Choi-fu	each
Cauliflower, Small size—Sai Yeh Choi-fu	b
Carrots—Kam Shun	b
Chili, Chinese—Tong Kan Choy	b
Celery, English—Yeung Kan Choy	b
Celery, White—Pak Yeung Kan Choy	b
Chives—Con Lat Chiu	b
" Red—Hung Fa	b
" Green—Cang Lat Chiu	b
Curry Stuff, English—Ka Lee Chol Liu	b

SALE
OF
MUSLINS.

April 1st to 30th.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

SALE
OF
SILKS.

April 1st to 30th.

BARGAIN SALE OF
MILLINERY! MILLINERY!!

25

PARIS MODELS REDUCED FOR 6 DAYS ONLY
MUST BE CLEARED.

50

FANCY COLOURED STRAWS.

NEWEST SHAPES AT A SPECIAL PRICE OF
\$1.90.

WORTH FROM \$3.00 TO \$5.00.

RICH SILK SKIRTS AT \$12.50.

THE ABOVE ARE FAR BELOW COST AND WILL WELL REPAY A VISIT

April

R. G. HECKFORD,
MANAGER.